

length of that part of the railroad in imminent jeopardy at the occurrence of every high freshet.

2nd. That against these casualties it would be impracticable to provide a preventive remedy by guard banks or other defensive works.

3d. That the damages which would be caused to the railroad and to private property by the erection of the proposed dams, if they could be adequately compensated for in money, would eventually make the slack water navigation referred to, as expensive probably as any other mode of effecting the object which that improvement would have in view.

All of which is most respectfully submitted,

**BENJAMIN H. LATROBE,**  
Chief Engineer Balt. & Ohio Railroad Co.